

APPENDIX A

6/26/96 EDITION

REGIONAL MAINTENANCE IMPLEMENTATION BOARD CONCEPTS OF OPERATION

The following Concept of Operations statements have been accepted by the Regional Maintenance Implementation Board (RMIB), now the Fleet Maintenance Executive Steering Committee (FM ESC).

WORKFLOW RELATED

W1. A central point of work loading exists within the FMO for work originated external to the Fleet.

W2. A central point of work assignment exists within each region. Regional work placement offices will be connected. Automated “workflow” should be maximized.

W3. Manufacturing work is scheduled, accepted and tracked by a shop floor control system.

W4. For non pre-planned jobs, where core capacity exists, utilize public industrial resources within the region first. If public core capacity exists outside the region, consider its use before going private locally.

W5. Jobs are scheduled to meet need dates. Priority conflicts are identified to customers and are resolved at the lowest possible level.

W6. The Type Commander representative within each region identifies requirements and sets priorities with associated needed completion dates. The Type Commander (or resource sponsor in the case of aviation) budgets for projected maintenance needs.

W7. Continuous job screening, planning and execution is accomplished in accordance with the IFMM for all work items. Execution planning utilizes pre-planned jobs to the maximum extent.

W8. For ship maintenance upkeeps, the Tycom retains responsibility for initial work candidate screening.

W9. Regional inventories are the first source for replacing failed repairables (“turn-in” items); scheduling them for repair comes second. Technical, financial and transportation factors, and operational requirements must be considered.

W10. The Naval Inventory Control Point (NAVICP) budgets, finances and schedules repair of wholesale inventory items.

TECHNICAL RELATED

T1. Technical authority resides with the SYSCOMS; it can be delegated.

T2. Repair centers are trained to perform to multiple repair specifications as assigned.

T3. Except as otherwise specified for certain availabilities, the FTSC provides initial technical assistance for those systems assigned. The FTSC requests assistance as needed using resources internal to the Fleet first.

T4. In cooperation with System Commands and Life Cycle Managers, the FMO focuses on process improvement for optimum weapons system performance through analysis of maintenance feed back and improvement of maintenance plans and acquisition/modernization management.

T5. Work will be assigned to activities qualified to perform the work.

T6. Requirements of existing instructions, directives, or requirements concerning shipyard organization, personnel training, personnel selection for the conduct of nuclear work shall remain in effect unless agreed to by the Director, Naval Nuclear Propulsion.

T7. Hardware Systems Commands and the NAVICP are jointly responsible for material support programs related to reliability, maintainability and sustainability. This includes provisioning, engineering, logistic support analysis, integrated logistics support (ILS) and configuration management.

T8. NAVICP provides a full range of technical supply screening services, via FISC/regional supply activity.

ORGANIZATION

O1. Ashore I and D level maintenance are merged as appropriate.

O2. Repair centers may be staffed with both military and civilian workers.

O3. National/Regional industrial capacity and capability are sized to requirements. Industrial centers are level loaded. Redundant public industrial capabilities are optimized within regions.

O4. National Navy Repair Centers (single-sited repair facilities) may be designated by the Fleet Maintenance Officers with the concurrence of appropriate SYSCOMS.

O5. The Regional Maintenance Commander and Fleet Maintenance Officer are responsible to the Director, Naval Nuclear Propulsion for the proper conduct of nuclear work.

O6. Matters affecting the utilization of nuclear trained enlisted personnel in regional maintenance centers shall be coordinated with BUPERS and OPNAV N00N.

O7. Supporting single ownership of the maintenance execution process, the Fleet controls priorities and sizing of maintenance activities.

O8. FMO internal policies are established through a multi-disciplined Fleet Maintenance Executive Steering Committee reporting to respective Fleet N43's. Fleet N43's will coordinate their efforts with each other and CNO N43 to maintain common policy.

O9. The Tycom representatives in each region serve on an RMC board.

O10. Production Execution planning is accomplished by a synthesis of current planning organizations tailored to support each region and associated supported platforms.

O11. NAVICP calculates and positions consumer level allowances (e.g., NAS SHORECALs and rotatable pools, excluding TRIPER). It prices components, conducts financial accounting, and maintains total asset visibility.

BUSINESS SUPPORT

B1. Effective regional transportation exists and is utilized. It is coordinated by the regional FISC.

B2. Regional maintenance centers may contract work to other RMCs or the private sector.

B3. The FISC provides for tailored, integrated, responsive supply support in each region. This includes material prepositioned/stocked at regional maintenance centers and quick reaction contingency material contracts to be exercised by regional maintenance centers as needed.

B4. Rotatable pools may be established by the RMC based on a business case analysis. The FISC/regional supply activity manages the rotatable pool, with asset visibility external to the region.

B5. Maintenance data is shared and accessible, and is available on a timely basis.

B6. Unique end items may be stocked collocated with regional repair centers. When turn-around-time is important, the shelf item is issued and the retrograde item repaired to replenish the shelf.

B7. The FMO establishes requirements and coordinates industrial MILCON and IPE within the FMO's supporting region.

B8. The FISC/regional supply activity provides material warehousing functions (organic, contracted, or partnered with the DLA defense distribution depots).

B9. The FISC/regional supply activity provides automated capability to manage consumer level inventories through a hierarchy of supply/maintenance interfaces.